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## PLANS FOR AUTOMOTIVE PRODUCTION IN 1948

Automobile production in 1947 was up 30.4 percent in comparison with 1946. The 2.5-ton GZ-51 truck, the Pobeda passenger car, the ZIS-154 bus, and the small-displacement Moskvich car went into serial production.

The production of Diesel engines for cars began in 1947. The first consignments of the new 4-ton ZIS-150 truck, and the 5 - 7 ton MAZ-200 truck were delivered during the last quarter.

The first models of the heavy dumping truck based on the YaAZ-200 were built at the Minak Automobile Plant. The first consignment of QAZ-AA 1.1-ton trucks were assembled at the Ul'yanovsk Automobile Plant from parts supplied by the Gorkiy Automobile Plant.

The output of tractors in 1947 in the tractor plants of the Ministry of Automobile and Tractor Industry was up 78.5 percent over 1946.

The reconstructed Stalingrad and Kharkov Tractor Plants have turned to the mass production of tractors. The Stalingrad Plant achieved its 1940 level in the last quarter of 1947. The Kharkov Plant tripled production in the course of 1947.

The Altay and Vladimir Tractor Plants, built during the war, exceeded their planned output in 1947 for the first time. The Altay Plant doubled its production in 1947, and brought out a new-type Diesel tractor. It produced its 15,000th tractor in November. The Vladimir Tractor Plant turned out its 5,000th in November.

On the whole, however, the automobile and tractor industry did not fulfill its 1947 obligations. The Gorkiy and Ural Automobile Plants and the Lipetsk Tractor Plant failed to fulfill plans.

- 1 -

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Automobile production in 1948 must be 1.5 times that of 1947, and tractor output must be almost doubled to complete the Five-Year Plan.

The Moscow Automobile Plant (Imeni Stalin) must get the new ZIS-150 truck into production during the first quarter of 1948 without cutting down current output. Developmental work on the ZIS-151 truck should be finished and the truck put into production during 1948. No less important is improving the design of the ZIS-154 bus, and the creation of an ambulance.

The Gor'kiy Automobile Plant must increase its output 1.5 times in 1948. Production of the GAZ-51 must be increased three times, and that of the Pobeda 10 times. The plant must get the faster GAZ-53 truck into production. It must also finish developmental work and make tests on the faster GAZ-69 passenger car, and a new bus, and improve the Pobeda.

The Yaroslavl' Automobile Plant must get 6-cylinder Diesel motors, and the YaAZ-200 heavy truck into regular production. Completion of developmental work must be hastened on a faster 3-axis truck based on the YaAZ-200.

The Ural Automobile Plant, in connection with the conversion of the Moscow Automobile Plant to production of the ZIS-150 automobile, will become the main plant for manufacture of the 3-ton ZIS-5 truck. It must increase its output of the ZIS-5, and get a uniform rate of production. The Hydraulic brake which the plant worked out for the ZIS-5 must be put in production in 1948. Equally important is the modernizing of the gas generator automobile output.

Normal operation of the Gor'kiy Automobile Plant depends on a large extent on the Ul'yanovsk Automobile Plant's speeding into production the GAZ-AA automobile, which the Gor'kiy Plant has to make at the present time along with new types. At the beginning of 1948, the possibilities of organizing the production of the GAZ-AA in cooperation with the Gor'kiy Plant should be exploited. The collective of the Gor'kiy Plant should render assistance in this respect to the Ul'yanovsk Plant. Designers at the Ul'yanovsk Plant have the important task of developing a 1-ton truck. The plant must achieve a definite place in the country's motorization as a plant producing small trucks.

The job of the collective of the Minsk Automobile Plant is to get a heavy dumping truck into production in cooperation with the Yaroslavl' Automobile Plant. In 1948, the construction of a number of production shops (chassis, press, and others) will be completed at the Minsk Plant. It is essential that the installation and setting up of production lines in the new shops be rapidly completed.

The Moscow Automobile Plant from small-displacement cars should increase its output of the Moskvich seven times over that of 1947, and get a Moskvich stationwagon into serial production.

The output of dumping trucks, gas-generator cars and tractors must be considerably increased. Tractor output should be double that of 1947. One of the most important tasks of 1948 is to get the KD-35 tractor into production at the Lipetsk Tractor Plant.

- 2 -

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The dissemination of new techniques must be improved. In the Gorkiy Automobile Plant, for instance, an electrothermic forging process using current of commercial frequencies for heating instead of gas or oil furnaces was introduced. This was not adopted by other plants as it should have been.

The Scientific-Research Automobile and Automotive Institute (NAMI) must work out new engine designs for passenger autos, a domestic electromobile with a load-carrying capacity of 0.5 - 1.5 tons and a domestic steam truck in 1948.

The Scientific-Research Tractor Institute (NATI), beside improving the existing types of tractors, of which the ED-35 is the most important should get to work on a 24-horsepower Diesel tractor for the Vladimir Tractor Plant, and a 12-horsepower tractor for truck gardening.

The Institute of Automobile Technology of the Orgavtoprom [Organization of the Automobile Industry] must cooperate in technical matters involving introduction of new machine tools, welding and forging processes, and the use of new alloys and metals.

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- 3 -

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